

Marx, Joshua A NWK

From: Sandy Wilson [swilson199@msn.com]
Sent: Sunday, August 16, 2009 11:53 PM
To: Marx, Joshua A NWK; yoshimura.gwen@epamail.epa.gov; info@kdheks.gov; jmittchell@kdheks.gov; jeberthart-phillips@kdheks.gov; cothorn.joe@epa.gov; help.environment@yahoo.com
Subject: Logistics Park Public Comment

Dear Mr. Marx,

I live in Gardner, Kansas and am concerned about a number of issues regarding the Burlington Northern Santa Fe Intermodal project proposed for our area.

1. Several times during the year the poor air quality raises to such a level in Kansas City and the surrounding area, that the media tells us to stay in, lower auto usage, etc. We understand that Kansas City has been targeted to be a major distributor of goods throughout the Midwest due to our geographical location, which has big business very happy and supportive of this project regardless of the many negatives. Being a major distributor means a major increase of train and truck traffic throughout our fine city (projections of which are extremely conservative). This project will come with a high price, one of which is an increased health risk to us and our children as the years go by, breathing tire and diesel particulates, as well as driving on highways with larger and larger numbers of large truck traffic. We are extremely frustrated the ACE is not going to do a full Environmental impact Statement and Health Risk Assessment for this project. We ask this be done, and be done by a company not answering to and/or being paid by BNSF. These finding should be made available to the public.

2. The water runoff and air emissions from the warehouses, not just the intermodal facility should be included in this assessment. A more accurate model of collecting air samples should be used, with on-the-ground monitors. A more accurate number of trucks and trains estimated for the site should be used with realistic estimates of idling time.

3. Many BNSF promises have been made to other intermodal sites and rail yards, and have been broken. The internet is full of lawsuits suing BNSF for major offenses. We are being told that spills will not be anything to worry about. However, there have been a number of spills and some very serious. We have been told that idling will be kept at a minimum, however we understand that diesel engines idle for 20 minutes before they pull away from the park, to make sure they are in good working order. At other rail yards and intermodals we understand there is a great deal of idling. We are being told that the engines will be upgraded to lesson emissions, however, this is an expensive venture and no new engines are being built at this time.

4. A 50 million dollar TIGER fund is being sought from the federal government per the stimulus package for BNSF. We thought this money was for blighted areas and not for new construction. This is definitely not a blighted area. This will be pursued and clarified!

5. We understand the settlement ponds are inadequate to handle toxic runoff with a heavy rain and that there is no onsite treatment plant. And again, there is no discussion of the runoff from the many acres of warehouses and the runoff of particulates from our roadways that will impact our drinking water from Hillsdale Lake along with the Intermodal

runoff.

I feel this site does not need to be close to communities filled with children and right over tributaries leading to the source of drinking water for many communities in our area. It seems the people that live in Garder, Johnson County, northern Miami County, and the surrounding areas will be greatly impacted, but that seems of little concern to big business, the ACE, BNSF, the Governor of Kansas, Annabeth Surbaugh and fellow commissioners.

Sandy Wilson

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